

has been reviewed.

Note: See the TSB for additional changes to the vehicles, including the shape of the rear floor silencer.

Subaru

Vehicles won't accept fuel through filler neck

Some Subaru customers have reported difficulties getting their vehicles to accept fuel through the filler neck or to properly fill because the gas hose shuts off prema-

turally. Refer to the following guidelines to remedy the problem:

- Look for crushed or kinked hoses, misrouted hoses or broken components.

- If you can't locate anything abnormal, attempt to refuel the vehicle to confirm the problem.

- While at the pump, remove the fuel tank hose from the canister. Note that there are three hoses at the canister: One for Purge (usually the smallest in diameter), one for the fuel tank and one for the drain to atmosphere after passing through

the charcoal canister. If the vehicle can be refueled normally after the fuel tank hose is removed, the problem is most likely between the canister and the vent hose in the rear frame rail.

- If the vehicle still won't refuel after the canister fuel tank is removed, the problem is most likely located between the hose and the tank.

- To further isolate the problem, access the pressure control solenoid valve hose connections. Check them for obstructions. *Note that obstructions as small*

as spider webs can be the source of the problem.

1993-1997 Jeep Cherokee (XJ)

Bulletin: Creaking noise from upper front door hinges

DaimlerChrysler Corporation has released a Technical Service Bulletin No. 23-017-02 dated May 20th, 2002 that outlines the repair of upper front door hinges on the 1993-1997 Jeep Cherokee (XJ) vehicles. Customers that complain of a creaking noise from the front door hinge area or if the door sags, may need to have this procedure performed. The door hinge welds may also be separated from the A-post. This condition most often occurs on the upper drivers door hinge. This condition may be seen on heavy use type vehicles, such as police or severe fleet vehicles.

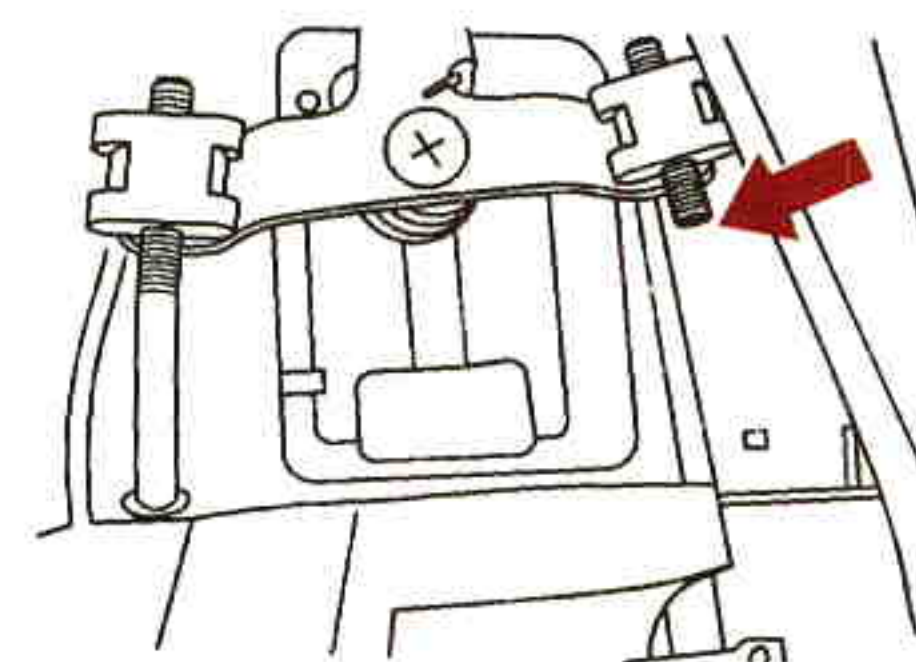
The bulletin outlines improved repair procedures to reinforce the front door hinges. Two different repair procedures and kits are available based on the severity of the separation. Neither procedure involves welding. All required parts, along with instruction sheets are included in the kits. The kit for minor separation is kit # 05083060AA. For the more severe conditions use kit # 05083061AA. ■

Download this bulletin from our Web site at www.abrn.com.

1996-2002 Chevrolet and GMC S/T Extended Cab S-10s and Sonomas

Bulletin: Third door handle breaks

Owners of some 1996-2002 Chevrolet and GMC S/T Extended Cab S-10s and Sonomas may report that the third door is hard to open and that the handle may be broken. Follow these steps to adjust the lock rods:



- Remove the door trim.
- Release both the lock rods from the lock rod retainer.

- Position the upper lock rod first (see fig. 1). Position the lock rod in the retainer so that there is a 10 mm to 12 mm, or about 11 to 12 threads showing, from the end of the rod.

Important: Make sure the upper striker is not bound against the latch. If

Warranty Information:

Labor Operation	Labor Time
B4521 Handle, Rear Door Outside (Side Access Door)-R&R	0.3 hr

this were to occur, push the door inboard to release the latch. To correct a bound latch, adjust the striker until it is centered with the latch.

- Position the lower lock rod in the retainer where it rests, usually 5 mm to 6 mm of thread from the end of the rod after the upper lock rod is locked in place.
- Install the door trim ■

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